

MOTOR RACING

and
ECONOMY CAR NEWS

7th Year—NO. 1—Los Angeles, Calif.

(Published bi-weekly except last issue of calendar year)

OCT. 27-NOV. 3, 1961

25¢

The Winners--Brabham and Moss



ON SUCCESSIVE Sundays, crowds totalling 133,100 spectators turned out for sports car races at Riverside, Calif., and Laguna Seca (near Monterey, Calif.). They saw Jack Brabham, left, of Australia, 1959-60 world's road racing champion, win in a Cooper at River-



side and Stirling Moss of England, biggest attraction in the racing world, triumph at Laguna Seca. He won both heats in a Lotus. Complete charts, stories and photos on inside pages. (MOTORRACING photos by Gus V. Vignolle)

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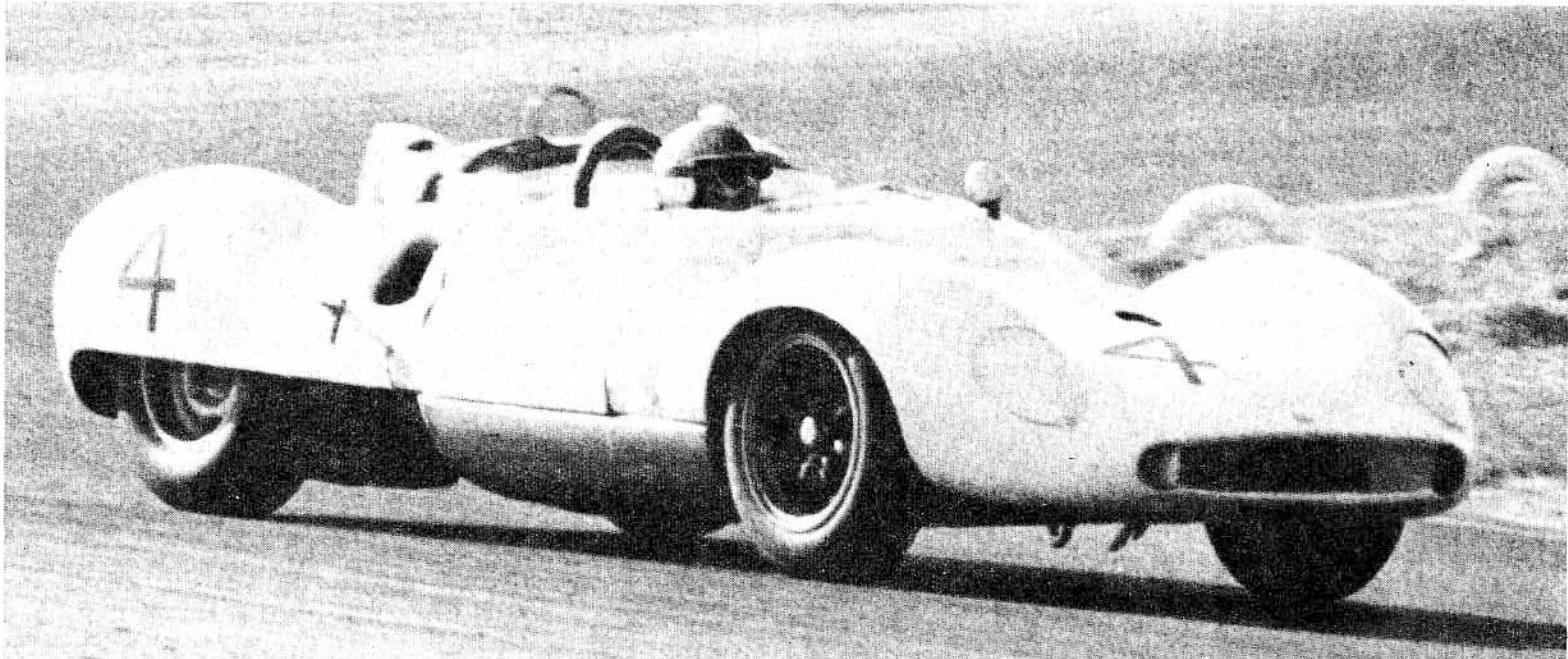
25¢

Qualifiers

RIVERSIDE	LACUNA SECA
3.275 MI.	1.9 MI.
1. Brabham, Coop.	2:01.0
2. Moss, Lotus	2:01.3
3. McLaren, Coop.	2:01.5
4. Gurney, Lotus	2:01.5
5. Jim Hall	2:01.7
6. Hansgen, Maser	2:02.2
7. Heuer, Scarab	2:03.6
8. Daigh, Scarab	2:05.8
9. Ryan, Lotus	2:05.9
10. Krause, Maser	2:06.4
11. Parsons, Maser	2:06.4
12. Drake, Old Vol.	2:07.3
13. Connell, Ferr-Mas.	2:07.7
14. Constantine, Fer.	2:07.7
15. Harris, Chev	2:07.7
16. Spencer, VKI	2:07.7
17. Ward, Coop-Bu.	2:08.2
18. Koenigsegg, Kurt	2:08.8
19. Gendebien, Lotus	2:09.1
20. Miles, Por.	2:09.8
21. Thompson, Maser	2:11.4
22. McAfee, Por.	2:11.4
23. Robertson, Coop.	2:12.6
24. Stark, Por.	2:12.9
25. Donner, Por.	2:13.3
26. Herrick, Por.	2:15.5
	x under 2-liter car

ROOTES SIGN ASSEMBLY AGREEMENT WITH TOURING SUPERLEGGERA

LONDON—An agreement for the assembly of the Sunbeam Alpine sports car in Milan for the Italian market has been signed in London between the Rootes Group and the coachbuilding and manufacturing company of Carrozzeria Touring Superleggera.



JACK BRABHAM rounds turn 7 on his way to victory in L.A. Times-Mirror \$20,000-plus 200-miler at Riverside Raceway. He averaged 94.06mph in 2750cc Cooper-Climax Monaco. It was the spare engine

for the Cooper the Australian raced last May at Indianapolis. (MOTOR-RACING photo by Gus V. Vignolle)

Riverside Race Chart

RACE NO.		RACE TITLE		GRAND PRIX		TIME	2:09:33.8	LAPS	62
Fastest recorded lap:		Car #6, Lap #59	- 2:01.1	October 15, 1961		AVE.	94:06	MILES	203.05
POS #	BEHIND	CAR SEC			MAKE OF CAR	OVER		UNDER	
					2000cc	2000cc			
1	4	Jack Brabham	Cooper-Mon Climax		1				
2	6	Bruce McLaren	Cooper-Mon Climax		2				
3	66	Jim Hall	Chaparral-Chevy		3				
4	16	Roger Penske	Telar Cooper-Climax		4				
5	70	Bob Drake	Old Yeller-Buick		5				
6	10	Olivier Gendebien	Lotus-Climax MC		1				
7	9	Ken Miles	Porsche RS 61		2				
8	88	Jack McAfee	Porsche RSK		3				
9	96	4L12	Dan Gurney	Lotus-Climax	6				
10	19	54	Bob Donner	Porsche RS 61	4				
11	63	105	Dick Thompson	Maserati	5				
12	22	5L18	Harry Heuer	Scarab-Chevy	7				
13	17	26	Bob Harris	Camp Sp-Corvette	8				
14	78	48	Jerry Grant	Ferrari TR	9				
15	49	92	Geo. Constantine	Ferrari TR	10				
16	7	7L90	Stirling Moss	Lotus-Climax MC	11				
17	37	6L87	Paul Cunningham	Kurtis-Pontiac	12				
18	161	12L17	Geo. Follmer	Porsche RS	6				
19	127	13L11	Leon Robertson	Cooper-Climax	7				
Lap Leader		Total							
Car #7	- Laps 1-27	27							
Car #4	- Laps 28-30, 61, 62	5							
Car #6	- Laps 31-60	30							

Cars completing 31 laps in addition to finishers: Cars 15, 72, 162

DNF: 5, Alan Connell; 8, Rodger Ward; 15, Chuck Daigh; 45, Lew Spencer; 53, Bill Krause; 60, Andy Pabst; 61, Walt Hansen; 69, Don Hulett; 72, Scooter Patrick; 83, Peter Ryan; 110, Charles Parsons; 162, Steve Herrick; 172, Steve Baughman; 180, George Grinewitzach
(Compiled by Long Beach MG Club Scoring Team)

Ives Porsche Colorado Victor

CASTLE ROCK, Colo., Oct. 15—Certainly this year's most improved Colorado sports car racing driver, Don Ives of Colorado Springs, drove his German Porsche RSK to victory in the 42-mile feature sprint at Continental Divide Raceways here today.

Ives was trailed in order by John Max Wolf of Colorado Springs (Lancia Dagrada), Dr. Bob Paul of Rawlins, Wyo. (Porsche RS0, Don Morgan of Amarillo, Tex.

(Cooper), Bob McNeal of Denver (Ferrari-Chev) and Les Gross of Denver (Corvette).

Ives took the lead from Wolf on the 28th mile after starting 13th. Bob Carnes and his Bocar Stiletto held the lead for the first half until a series of pit stops put him out of the running.

The event was a regional SCCA affair with no paid spectators allowed. --RAY LAVELY.

Vignettes

By Gus V. Vignolle

- STIRLING MOSS
- BLUNK IS RIGHT
- HILL RELAXES

IN MY BOOK, STIRLING MOSS is not only the world's No. 1 road racing driver; he's the shrewdest businessman alive. It is said he makes from \$100,000 to \$150,000 per year from racing and a multitude of racing sidelines--fuel and accessory endorsements, product testimonials, magazine articles, books, starting and prize monies, etc.

Bravo for him. I don't go along with the blokes who give Moss the shiv by cracking they've never seen him spend a buck. I'm for Moss getting everything he can while he can. God knows a good many race drivers never become septuagenarians.

I ran into Moss, with whom I have always been on excellent terms, and the very first thing he said was: "Gus, I'll never know how the heck you ever got me to write for MOTORRACING for nothing. I still can't believe it."

Continued on page 3

HOUSEFLIES SMART

Houseflies have an adaptable enzyme system that changes from one generation to another and lets these house pests resist men's insecticides, the N.Y. State College of Agriculture, Cornell University, reports.

News Bulletins

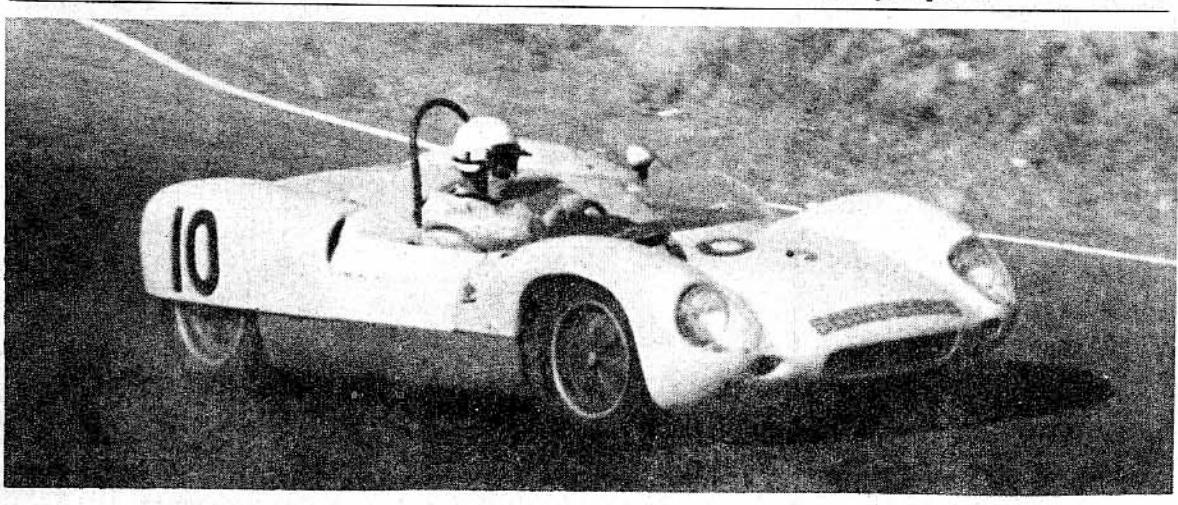
GINOTHER LEAVES FERRARI

Richie Ginther, Granada Hills, Calif., for the past two years a Ferrari factory team driver, has left the Italian firm. He will drive for BRM next season. Differences over salary was believed to be the reason for the break. Ginther had done considerable testing for Ferrari for the past two years.

RODRIGUEZ BROTHERS WIN IN PARIS

PARIS, Oct. 22—Ricardo and Pedro Rodriguez of Mexico City averaged 95.4mph in a Ferrari Berlinetta as they won the "1000 Km. of Paris" Gran Turismo race at 4.9-mile Montlhery course. They covered 633 miles in 6:32:13.3. Second and third, also in Ferraris, were Willy Mairesse-Lucien Bianchi and Maurice Trintignant-Nino

Continued on page 7



WINNER OF the under-2000cc class at Riverside was Olivier Gendebien of Belgium, shown here zooming to sixth overall in a Lotus-Climax Monte Carlo. He was more than three laps behind Jack Brabham. (MOTOR-RACING photo by Ken Bruyere)

BRABHAM, MOSS WIN

133,100 SPECTATORS

On successive weekends, two crowds totalling 133,100 witnessed sports car races at Riverside, Calif., and Laguna Seca, near Monterey, Calif. These figures are exclusive of crowds at the Saturday amateur races. The Sunday crowd at Riverside was 70,600, at Laguna Seca 62,500. The "take" for both has not yet been announced.

By JOE SCALZO

MOTORRACING Staff Writer

MONTEREY, Calif., Oct. 22—

Stirling Moss (Lotus 19) won both sections of the two heat, 200mi., \$20,000 Pacific Grand Prix in a near-flawless performance that duplicated his winning drives here last yr.

But Moss had to share the spotlight with two things--his 2.5 liter Lotus, and Dan Gurney.

Moss and Gurney didn't let minor mechanical problems slow them down too much, easily proving that their 19's were superior to any other race car present at Laguna Seca. Gurney was 2nd to Moss in both 53 lap, 102.396mi. go's, after giving the Britisher a real fight in the first one.

A record-shattering throng of 62,500 appeared for the San Francisco Examiner-backed meet at this track, 1.9mi. and watched Lotus no. 7 and no. 96 crumple the opposition and past speed marks.

Look at the records the 2 cars set--Moss' 91.9mph avg. in the 2nd heat snapped his 87.3mph time set last yr.; his 131.9mph through the traps in the first heat, broke Augie Pabst's last-year time of 125.2mph; Gurney's in-race lap of 1:15.1 broke Moss' 1:17.2; and Dan's sensational qualifying time, 1:14.8 smashed the record set last yr., 1:17.3, easily.

Moss won the first half of the event by 7sec from Gurney, with Riverside winner Jack Brabham (2.7 Cooper Monaco) 3rd; Bruce McLaren (2.7 Monaco) 4th, and Roger Penske, Gladwyne, Pa. (2.5 Cooper Monaco) 5th.

All these positions were duplicated in the 2nd heat, thus making these the official results of both heats.

Olivier Gendebien (Lotus 19) won the under 2 liter class.

Moss got a cool \$7000 for the win.

As stated, the show was a walk-

Continued on page 7

BY GUS V. VIGNOLLE
Editor of MOTORRACING

RIVERSIDE, Calif., Oct. 15—The spare 2750cc Cooper-Climax engine for last May's Indianapolis 500 was fitted into Texan Hap Sharp's Cooper Monaco, and Jack Brabham, 35, of Australia, 1959-60 world's champion, drove the car to an 11-second victory in the L.A. Times-Mirror Grand Prix for Sports Cars here today before a massive, sweltering crowd of 70,600 in near-100-degree weather.

He set a new record average of 94.06mph for the 62-lap, 203.05-mile for the fourth annual running over the 3.275-mile course. He was the first foreigner to win the classic. Past winners were Chuck Daigh (Scarab), Phil Hill (Ferrari) and Bill Krause (Maserati).

The car that finished second had the actual engine which was in the machine Brabham raced to ninth at Indy--also a 2750cc Cooper-Climax. Bruce McLaren of New Zealand drove this Cooper Monaco, owned by Briton Peter Berry.

This displacement was at variance with the engine sizes listed for these machines--2.5 liters.

More than a minute behind, in third place, was the first American car, the Troutman-Barnes, Chevy-powered Chaparral, driven by Jim Hall, Midland, Texas. Fourth was the tremendously-improved Roger Penske, Gladwyne, Pa., Telar Cooper Monaco, who got in the swim via a resounding victory in the consolation race.

Fifth went to Bob Drake of Los Angeles in the homemade Buick-powered Old Yeller, who was second last year. Then came the Belgian, Olivier Gendebien in a 1960cc Lotus-Climax Monte Carlo, winner in the under-2000cc class. Ken Miles and Jack McAfee, in Porsches, were seventh and eighth, followed by Dan Gurney, Lotus-Climax, and Bob Donner, Porsche.

Continued on page 7

We Start Our 7th Year

1955

The Duke Wonders About a Lot



35,000 FANS DUE FOR 2-DAY TORREY PINES ROAD RACES



Louing Ais Pro-Amateur Bee

1957

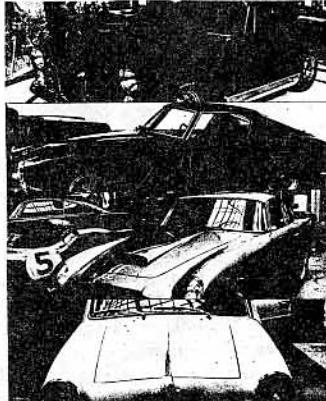
SAN DIEGO RACES SLATED OCT. 19-20



VON NEUMANN AND WEISS REGISTER SCCA RACING WINS AT SACRAMENTO



1959



1961



- MG—New & Used
 - HEALEY—New & Used
 - SPRITE—New & Used
 - TRIUMPH—New & Used
 - SUNBEAM—New & Used
 - JAGUAR—New & Used
 - ALFA—New & Used
 - RENAULT—New & Used
 - PEUGEOT—New & Used
 - HILLMAN—New & Used
 - BORGWARD—New & Used
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& BAL. FOR 36 MOS.

1956

POMONA RACES THIS WEEK-END



IMPOSING SPORTS CAR CLUB PLANS FOR L.A. AREA BARED



STIR OVER HOT SAVIN AC ACE

1958



Daigh Hot at Riverside



1960



7TH BIRTHDAY

Volume VII, Number 1—another birthday.

This issue marks the start of the seventh year of publication for MOTOR RACING and Economy Car News.

We undertook this venture when we noted the national surge of the sports car; nor was our estimate wrong. The reception from our readers and advertisers has been excellent, else we would have folded the tent long ago.

This speaks well, for since MOTOR RACING's inception, no less than 25 similar newspapers and magazines in the U.S. have, unfortunately, faded from the scene. Some never even got off the ground.

MOTOR RACING

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SORRY

Because of extensive written and photo coverage of the Riverside and Laguna Seca sports car races during the past fortnight, several features are missing from this issue of MOTOR RACING.

They are Letters to the Editor, Duane Sparks' Rally Sparks, Marguerite Cook's Economy Car News and Dennis McCosh's Slalom Column. Also, a number of other news reports are omitted.

All will be resumed in the next issue. We are sorry.

We thank our readers and advertisers for their support, which we hope we'll continue to merit.

Now, America is on the threshold of another era—road racing for Formula cars and cycles. Look what the Juniors are doing. Keep abreast of the trend by subscribing or renewing. Bi-weekly copies of MOTOR RACING present the most convincing sales argument we know for your renewal.

CALENDAR

NOVEMBER
4-5 Savannah SCCA Reg'l Races, Savannah, Ga.
11-12 Central Fla. SCCA Reg'l Races, Daytona, Fla.
11-12 S.F. SCCA Reg'l Races, Cotati, Calif.
11-12 Washington SCCA Div'l Races, Marlboro, Md.

LIKES CRAB MEAT

A sea-going frog with a taste for crab meat has been reported by zoologists at the University of California at Los Angeles.

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OCT. 27-NOV. 3, 1961

PLUGS and

POINTS...

By JOE SCALZO



Exclusive - Comments by all Finishers
In the Big Riverside Grand Prix

THE RIVERSIDE GP field - What the finishers had to say:

1. JACK BRABHAM (Surrey, England) 2.7 Cooper Monaco, first overall; over 2000cc winner (\$6925 and new Pontiac). Qualified 2:01, fastest in field (\$200).

RACE COMMENTS

"In the race I didn't go all-out after Moss in the early stages, and I don't think Bruce did either. After Moss stopped and it began getting late in the race, my plan was to slip-stream Bruce down the backstraight and pass him at turn 9. But he had that water trouble, and he saved me the trouble. In one of those late laps I got completely sideways up at 6."

2. BRUCE MCLAREN (Herts, England) 2.7 Cooper Monaco, 11 sec behind, one of two cars on same lap with first place; Finished 2nd over 2000cc (\$2725). Qualified 2:01.5, tied for 4th fastest in field.

"Didn't go all out in the race, and the car was fine--although (grinning) I had the feeling Jack was just behind me all those laps waiting for me to spin. Towards the end of the race, I began having water from the engine hit my back wheels, and that made things tricky so I had to slow down."

3. JIM HALL (Midland, Tex.) 5.2 Chapparal, 1:22 behind--only car on same lap as first two finishers. Third over 2000cc; \$1600. Qualified 2:01.7, 5th fastest in field. Set new unofficial backstraight record of 180mph; 173mph in the race.

"It would have been possible for the car to qualify at 2:00 or below, but it wouldn't have been easy. I just qualified as fast as I felt was necessary."

Race comments: "Very poor start. After the lap I thought we'd all stop and go. So as we came to the line, I put the car in neutral, glanced in my mirror...when I looked ahead, the cars in the front row had left; the starter was waving the flag. I threw it into gear and took off, and could see Dan still sitting on the line. I passed McLaren on the backstraight, but he repassed at 9. The rest of the race no one passed me; oh, actually Dan did, but he was far behind due to a pit stop. He was moving, though, and I didn't try to stay with him. So I wound up 3rd, and now think I should have pushed harder--but that doesn't count, does it?"

4. ROGER PENSKE (Gladwyne, Pa.) 2.5 Cooper Monaco, 1 lap, 50 sec behind; finished 4th over 2000cc (1000). Qualified 2:09.5, 21st fastest over 2000cc--had to run consolation race, finished first.

"We didn't find it out until the day before the G.P., but the mag was retarded 30 degrees; and the

car was geared wrong, also. So we got that all sorted out and the car ran fine, and easily won the consie."

Race comments -- "They started me 28th, and I got off real good and was 11th the first lap. I got to within 4 sec of Hall, but then the car started getting a little hot so I slowed a little; kept it at 6000rpms the rest of the race."

5. BOB DRAKE (Hollywood, Calif.) 6.0 Old Yeller III, 3 laps, 3sec behind. Fifth over 2000cc; \$750. Qualified at 2:07.3, 12th fastest in field.

"Might have been able to better the qualifying speed, but for what? We knew we were in the show with that time."

Race comments: "Start didn't bother me; I never took my eyes off the starter. In the race for the most part I messed around with Constantine and some guy, but stopped because it was taking too much out of the car. Everything went right, although the brakes started locking toward the end, but then I eased up on 'em and they were all right."

6. OLIVIER GENDEBIEN (Fontainebleau, France) 1.9 Lotus 19, 3 laps, 53sec. behind. First under 2000cc; \$2350. Qualified 2:09.1, first under 2000cc.

Continued on page 4

SPORTSCAR RETREADS

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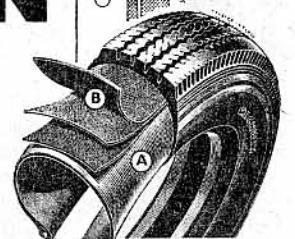
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Vignettes

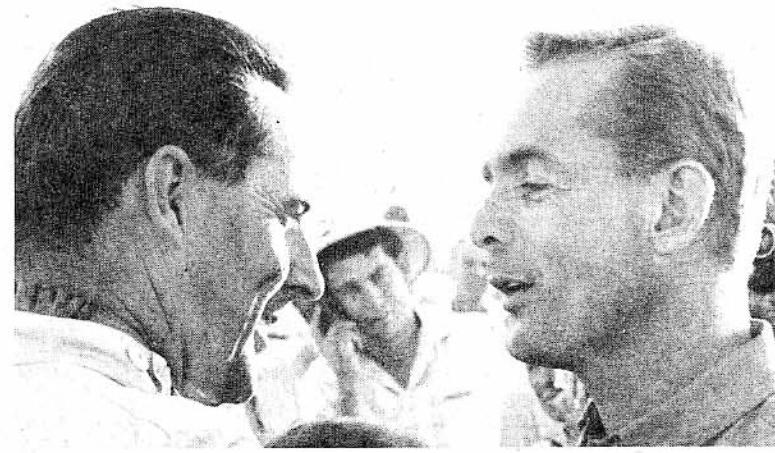
BY GUS V. VIGNOLLE
FACTORY TEAMS SHOULD COMPLETE THE SEASON'S FULL SCHEDULE

Continued from page 1

He was referring, of course, to that yarn that ran under his name a few months ago after his dispute with ERIC HAUSER, who had written here that Moss has charged him with dishonest reporting. It was the aftermath of Hauser's story on the power difference between the new Ferraris and Moss' Lotus at the Dutch Grand Prix.

After Hauser's story appeared, I thought it only fair to present Moss' side of it--and I wrote the Briton and asked him to give me his story. He answered forthwith and at length. It was a good story, and Moss, always a gentleman and probably the most public relations conscious driver in the world, said that if he had offended Hauser he was sorry and apologized. Moss and Hauser have been (and are) good friends. Stirling added, at Riverside, that he knows Hauser was sincere in everything he wrote and certainly was not condemning him for his beliefs.

"Eric was honest and sincere even though I thought he was wrong," Moss declared.



HILL CONGRATULATES BRABHAM AT RIVERSIDE

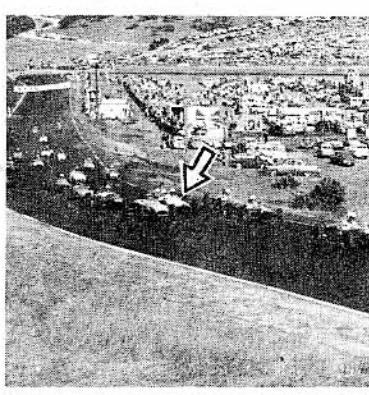
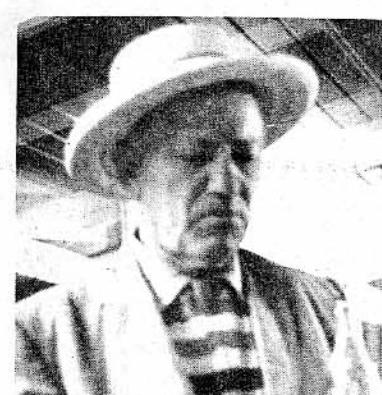
Frank Blunk, who covers the racing scene for the NY Times, was at Riverside and Laguna Seca, and he is 100 percent right in suggesting that in the future factory F1 teams be forced to go through with the full schedule and not drop out at the tail-end of a season after a scuderia already has either the driver's or manufacturer's championship sewed up.

Blunk was referring specifically to what happened at Watkins Glen a few weeks ago for the closing U.S. Grand Prix. PHIL HILL and Ferrari already had won the titles. The factory said it did not race at the Glen because of the inquest and furor following the Monza disaster. That may have been so, but it was a bum break for the race-going U.S. public which was deprived of seeing the new rear-engined Ferraris in action.

"The big factories should be tied to a contract that would force them to see the schedule through to its completion, whether the titles have previously been decided or not," the N.Y. Timesman pointed out.

I recall Ferrari was not at Sebring in 1960 because of the fuel beef, and also last year the British teams boycotted Monza because the banked upped circuit formed part of the course.

Hereafter, let's resolve all this bologna at the start so that Jose Blow, the guy who pays at the gate, gets the break he deserves. Frank Blunk is right!



FRANK BLUNK OF N.Y. Times, who feels racing stables should go through with full schedule rather than drop out at tail-end when title has been decided. They owe it to the public.

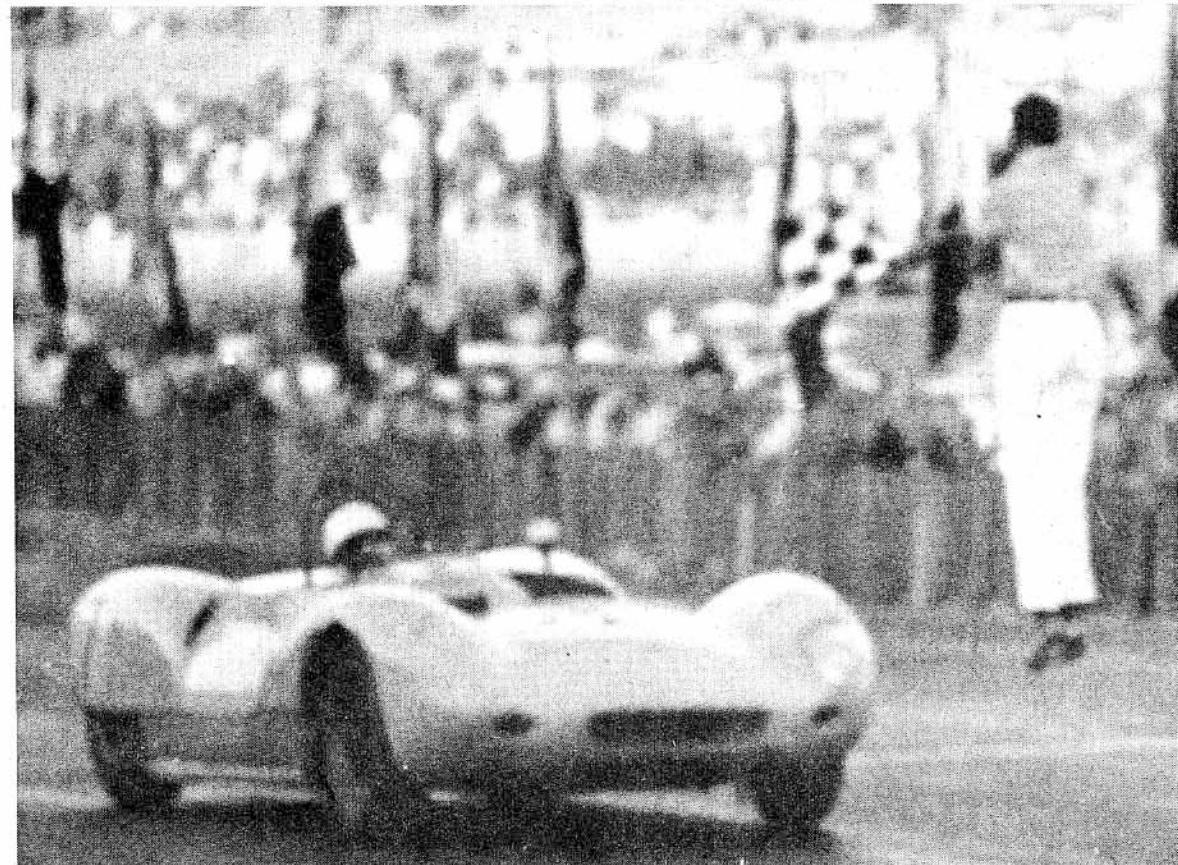
PAT PIGOTT (arrow) made us look good. We had him on the cover last issue, said he was No. 1 Form. Jr. driver in the country. Here he starts to move up to win at Laguna Seca.

BRIEFLY NOTED--Fans disappointed over not seeing PHIL HILL, 1961 world's champion, in action at Riverside and Laguna Seca. He was on the turns with GORDON MARTIN and me, taking photos.... Incidentally, he was misquoted in TIME mag a couple of issues ago.... MOSS told me at Laguna Seca Promoter MERRILL LOWELL was to call him last weekend to work out arrangements for the Mexico G.P. Nov. 26. Nothing. I wired Lowell asking if it was still on. Nothing. Phil Hill also was naturally skeptical that it would come off.... Why were JACK BRABHAM and Moss allowed to race in that three-hour enduro at Riverside? Because they were given special written permission by FIA. Normally, graded drivers are not allowed in this kind of stuff. And how did they plan to put 60-odd cars on a preliminary grid for 20.... Cheers to the LA Times-Mirror and SF Examiner for furthering sports car racing through their promotions. All that space centers attention on the sport, makes new fans.... No one more gracious than BOBBIE DIAMOND at Laguna....

Remind me to tell you about the pit setup at Laguna.... CARROLL SHELBY, who reports his drivers' school is going great guns, may run for SCCA area 10 governor vs. RAY ALTMAN and LINDLEY BOTHWELL. He's for shaking up Westport just a trifle. No truth Shel is buying the Grand Prix restaurant (which is for sale). There is truth to the report he's somewhat hot over unauthorized use of his name by a gal for a tour deal.... Running for LA SCCA are: JIM PETERSON, DUANE ALAN and GORDON CROWDER. Purely personal: Crowder MUST be elected to further best interests of SCCA (which has taken a sad dip here).... Q. Who made that \$100 bet with AUGIE PABST when he drove a car (Falcon) into the pool at the Mark Thomas in Monterey? A. ROGER PENSKE and PETER RYAN. That smasher sure pulled 'em away from the victory chow.... Purely personal to TED ROTHERMEL, whom TOM WILSON dubbed the Barefoot Boy

Continued on columns 4-5

MOTORACING



GETTING THE checkered flag from Starter John Luce, Stirling Moss scores one of two smashing victories in his Lotus-Climax at Laguna Seca, near Monterey, Calif. He averaged 90.3 and 91.9 mph as he twice defeated Dan Gurney in 102-mile heats. Moss won some \$7000. (MOTORACING photo by Ken Bruyere)

Jay Hills Wins Enduro

BY JOE SCALZO

MOTORACING Staff Writer
RIVERSIDE, Calif., Oct. 14--Jay Hills' "iron man" driving in his Porsche Carrera won the Cal Club's and LA SCCA's 3-hour endurance race for D-E-F-G-H production cars and modified cars under 2 liters today, and in the 15-lap F-Jr. contest, Ed Leslie in a new Gemini upset Walt Hansgen (Cooper-BMC) and Pat Pigott (Lotus 20) to win decisively. A crowd of 11,000 turned out for the prelude to the G.P.

Hills, Los Angeles, drove the same Carrera he rolled over the wall in the oval races here two months ago, and completed 71 laps (232.525 mi.), beating Hank Montenon's RS Porsche by one lap and 1:39. Two laps, 55 sec out were Stirling Moss Jack Brabham, who co-drove a Rootes-



REPEAT OF his under-2000cc victory at Riverside is being scored at Laguna Seca by Olivier Gendebien in Lotus-Climax. He won the class in both heats and was 8th and 9th overall. (MOTORACING photo by Gus V. Vignolle)

backed Sunbeam Alpine to 3rd. Hills took the lead on the back-straight the first lap from Pete Haywood (AC Bristol) and Ronnie Bucknum (3-liter AH). He was never repassed. Haywood retired at three laps with a broken axle, and Bucknum slowly fell down in the standings, then slowly worked his way up. He was 7th at the finish, two laps and 1:37 behind Hills.

The modified cars could not keep pace with the production

stuff. The Molle/Monise Lotus XI was out of contention the first lap with spark plug trouble. Art Snyder was 4th in his Lola; Ted Peterson, with a slipping clutch was 5th in the pre-race favorite 200 SI Maser 2-liter; Pete Brock/Amsden were 6th in a Lotus XI, and Willie West/Ron Cole were 9th, in Cole's XI.

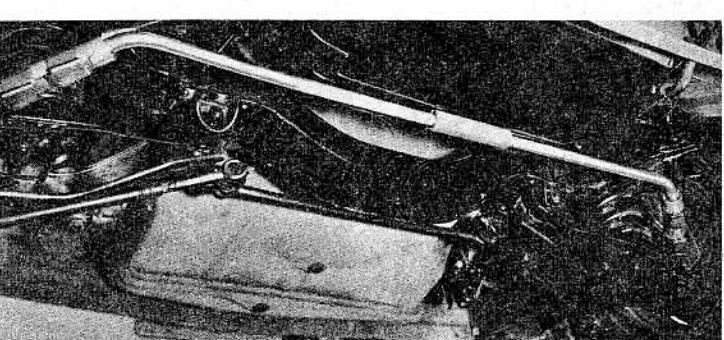
Brabham/Moss were originally listed as 6th, but a re-check corrected this.

Continued on back cover

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RIDENOUR TRIUMPHS

MONTEREY, Calif., Oct. 21--Chuck Sargent finished first, but Dave Ridenour was winner of the 30-min. all-classes modified feature that highlighted SF SCCA amateur action Saturday before 10,000.

Sargent's Maserati Birdcage did 42.50 mi. averaging 83 mph, and clocked fast straight speed, 117 mph. However, he had entered just to practice for the GP and was not an official starter. Also, the 'Cage was push-started; basis for disqualification.

So Ridenour, who led until lap 11 when he went off turn 5, was winner. He had fast lap, 1:19.7. San Jose's Ron Hathaway was a good 2nd ov. in his 1.1 Lola, a lap behind, and Hugh Harn, Tiburon, Kurtis-Pontiac, was 3rd. Harn and Sid Colberg (Jag XK SS) figured in a bad-looking prang at turn 9 the final lap that left the Jag in poor shape.

Alan Connell, Fort Worth, ran the event with his "Ferrari Birdcage," and held 3rd, but stopped before it was over; just testing for the GP.

Ed Leslie, Monterey, took the
Continued on back cover

GOING INTO turn 7 at Riverside in L.A. Times-Mirror 200-miler are the way they finished. Brabham averaged 94.06 mph. (MOTORACING photo by Bill Norcross)

Plugs and Points

Continued from page 2

"The car could have qualified faster, but it wasn't necessary to make it. I only go as fast as I have to."

Race comments: "A very big mix-up at the start. My car was still rolling when the flag fell, and I said, 'My goodness, what is happening?' and got going. I was comfortable the first half hour of the race, but then began having gear-box trouble. I had no acceleration out of the turns and thought I wouldn't finish. The heat was just like the Sahara. If I hadn't taken a thermos with me, I'd have had to stop to get a drink. I could see Ken Miles and Jack McAfee in my mirror most of the race, even though I started going faster at the end."

7. KEN MILES (North Hollywood, Calif.) 1.6 RS61 Porsche, 3 laps, 1:20 behind. Second under 2000cc; \$1625. Qualified 2:09.8, 2nd fastest under 2000cc.

"Very possibly could have improved on my time and matched Gendebien's, but it would not have meant much. Talked to Moss before the start and he said the 2-liter Lotus was capable of lapsing 2:04; the Porsche could not approach that time."

Race comments: "The start was the worst I've ever seen; confusion everywhere, although everyone got going without a prang. I just got away slowly. Jack and I had a close dice for awhile, and every now and then I'd think I was closing on Gendebien, but that was because he was not motoring fast. Late in the race I came upon a Ferrari driver I was lapping who wouldn't get out of the way. That was all."

8. JACK MCAFEE (Burbank, Calif.) 1.5 RSK Porsche, 3 laps, 1:40 behind. Finished 3rd under 2000cc; \$1100. Qualified 2:11.4, 3rd in under 2000cc class.

"Posted that qualifying time feeling sure it would make the race. Only thing about going faster would have been that I might have won the \$200, although I know I couldn't have gotten down to Gendebien's time."

Race comments: "It was pretty hot in the race, but the car--one of the first RSKs--ran well. The only duel I had was with Ken, and my clutch started slipping about the half-way mark and he left me."

9. DAN GURNEY (Riverside, Calif.) 2.5 Lotus 19, 4 laps, 12 sec behind. Finished 6th over 2000cc; \$575. Qualified 2:01.5, tied for 3rd fastest in field.

"Felt I could have qualified better--at least under 2:01--and on my last lap many watches said I was going quite a bit faster than past laps. But there was oil at 9 and I had to slow up."

Race comments: "I was in neutral at the start and shoved it into gear late and got going. I passed Heuer in the Scarab between 1 and 2, and by 3 was up about where I would have been had I started right. But a shifting fork was

Race Charts---How Moss Won at Laguna Seca

FIRST HEAT Over and under 2000cc

Total distance: 102.396 miles

Elapsed time: 69:15.8 minutes

Average speed: 90.3 MPH

Fastest lap: #96, 1:15.1 minutes

Fastest trap: #7, 131.9 MPH

Over-Car	Car	Class	Laps	Time
all	No.	Driver/Hometown	Position	Comp. Behind
1.	7	Stirling Moss London, England	Over -1 53	
2.	96	Dan Gurney Riverside	Lotus Coventry Climax	Over - 2 53 :07
3.	4	Jack Brabham Surrey, England	Cooper Monaco Climax	Over - 3 53 :56
4.	6	Bruce McLaren Surrey, England	Cooper Monaco Climax	Over - 4 52 1L- :14
5.	16	Roger Penske Gladwyne, Pa.	Telar Cooper Monaco	Over - 5 52 1L- :52
6.	83	Peter B. Ryan Canada	Lotus Monte Carlo Over- 6 51	2L- :01
7.	66	Jim Hall Midland, Texas	Chaparral-Chevrolet Over-7 51	2L- :54
8.	10	Olivier Gendebien Paris, France	Lotus Climax Monte Carlo	Under- 1 51 2L-1:02
9.	50	Ken Miles Hollywood	Porsche RS 61	Under- 2 50 3L- :18
10.	204	Don Hulette Van Nuys	Jag-Corvette	Over - 8 50 3L- :24
11.	22	Harry Heuer Chicago	Meister Brauser Mark I	Over - 9 50 3L- :27
12.	110	Charles W. Parsons Monterey	Maserati Tipo 61 Over -10 50	3L- :29
13.	21	Chuck Sargent Modesto	Maserati Tipo 61 Over -11 50	3B- :40
14.	88	Jack McAfee Burbank	Porsche RSK	Under- 3 50 3L- :59
15.	36	Robert Hurt Bethesda, Md.	Ferrari Testa Rosa	Over- 12 49 4L-1:12
16.	180	Bob Drake Hollywood	Cooper Monaco	Under- 4 48 5L- :32
17.	11	George Koehne San Antonio, Tex.	Maserati Tipo 61 Over- 13 48	5L-1:04
DNF	63	Richard Thompson Wash.D.C.	Maserati Tipo 60 Under	32
DNF	72	Scooter Patrick Manhattan Beach	Special	Under 32
DNF	15	Chuck Daigneau Long Beach	Scarf	Over 17
DNF	8	Roger Ward, Indianapolis	Cooper Buick	Over 13
DNF	00	Dave McDonald, El Monte	62 Chev. Spec.	Over 1
DNF	61	Augie Pabst, Milwaukee	Maserati Tipo 63 Over	0
DNF	62	Walt Hansgen, Westfield, N.J.	Maserati Tipo 60 Under	0
DNF	166	Dave Ridenour, San Francisco	Lister Costin Jag Over	0
DNF	614	Bob Bondurant, Altadena	Chev. Corvette	Over

DNF's--#146, accident after start. #614, hit #146 in side. #61, collision at start; damage front and rear; hit from rear; #97, leaking gas. #15, broke half shaft. #63, hit oil slick; in to repair collision damage. #60, hit oil slick on crest of hill before turn 1 collision. #8, overheating.

giving trouble and the car got stuck between 4th and 5th gear. So I pitted after the first lap, and Jerry sorted things out and I got out again, 7 laps behind. The car plowed a little also. I thought Constantine, for the equipment he had, was doing very well. And Penske, too, although he drove

conservatively. I photo-finished McLaren right at the line."

10. BOB DONNER (Colorado Springs, Colo.) 1.6 Porsche RS-61, 4 laps, 54 sec behind; Finished 4th under 2000cc (\$700). Qualified 2:12.9, 7th fastest under 2000cc.

"Was satisfied with my qual-

SECOND HEAT

Total distance: 102.396 miles

Elapsed time: 68:15.3 minutes

Over-Car	Car	Class	Laps	Time
all	No.	Driver/Hometown	Position	Comp. Behind
1.	7	Stirling Moss London, England	Over --1 53	
2.	96	Dan Gurney Riverside	Lotus Coventry Climax	Over - 2 53 :03
3.	4	Jack Brabham Surrey, England	Cooper Monaco Climax	Over - 3 52 1L- :05
4.	6	Bruce McLaren Surrey, England	Cooper Monaco Climax	Over - 4 52 1L- :17
5.	16	Roger Penske Gladwyne, Pa.	Telar Cooper Monaco	Over - 5 52 1L- :31
6.	110	Charles W. Parsons Monterey	Maserati Tipo 61 Over - 6 52	1L- :57
7.	15	Chuck Daigh Long Beach	Scarf	Over - 7 52 1L- :59
8.	83	Peter B. Ryan Canada	Lotus Monte Carlo Over- 8 51	2L- :08
9.	10	Olivier Gendebien Paris, France	Lotus Climax Monte Carlo	Under- 1 51 2L- :35
10.	88	Jack McAfee Burbank	Porsche RS 61	Under- 2 51 2L- :50
11.	50	Ken Miles Hollywood	Porsche RS 61	Under- 3 51 2L- :52
12.	21	Chuck Sargent Bethesda, Md.	Maserati Tipo 61 Over - 9 50	3L- :48
13.	22	Harry Heuer Chicago, Ill.	Meister Brauser I	Over - 10 50 3L- :55
14.	63	Richard Thompson Washington, D. C.	Maserati Tipo 61 Under- 4 50	3L-1:09
15.	180	Bob Drake Hollywood	Cooper Monaco	Under- 5 49 4L- :15
16.	36	Robert Hurt Bethesda, Md.	Ferrari Testa Rosa	Over - 11 48 5L-1:05
DNF	711	Bill Dixon Canoga Park, Calif.	Maserati 300-S	Over - 2
DNF	66	Jim Hall Midland, Texas	Borgestrom Spd. Chapparal-Chev.	Over 3
DNF	11	George Koehne San Antonio, Tex.	Maserati Tipo 61	Over 11
DNF	8	Roger Ward Indianapolis	Cooper Buick	Over 24
DNF	204	Don Hulette Van Nuys	Jag-Corvette	Over 0

(Sports Car Club of America, San Francisco Region)

fying time; the engine in the Porsche was the same one--almost untouched--that we used at both Sebring and the Elkhart Lake 500."

11. DICK THOMPSON (Washington D.C.) 2.0 Birdcage Maserati, 4 laps, 45 sec behind; finished 5th under 2000cc (\$500). Qualified 2:11.4, 4th fastest under 2000cc.

"The qualifying time could have been better, perhaps, although this car--it's the Le Mans 2 liter--

with all its streamlining and full windshield, weighs quite a bit more than the standard Birdcage." Race comments--"I got off to a clean start, and going into turn 8 before the backstraight, I was right with Miles and Gendebien, but then got onto the backstraight and knew it was all over--no power. It turned out that the points on one of the distributors had frozen together."

Continued on page 5



STIRLING MOSS here leads Ken Miles (9) and Jack McAfee at Riverside Oct. 15, Moss led for 27 laps, was forced out but re-entered to finish 16th. Miles edged McAfee for 7th after race-long duel. (MOTORACING photo by Gus V. Vignolle)

Plugs & Points

Continued from page 4

er, and the car was only getting about half power."

12. HARRY HEUER (Chicago, Ill.) 5.8 Scarab, 5 laps, 18 sec behind; finished 7th over 2000cc (\$100). Qualified 2:05.6, 7th fastest in field.

"I'd clocked better than 2:05 earlier in the week but it didn't count."

RACE COMMENTS-

"In the race, I got off pretty good, because I was watching the starter. But Daigh, next to me on the line, was looking down in the cockpit when they dropped the flag. Second gear on the car went out at 3 laps, and the brake fluid began boiling and I started having trouble with the clutch. Finally, about half way in the race I got set for turn 9 and found I had no brakes at all, and couldn't get the car in gear. I went into the turn sideways, almost hit the guard rail. I stopped at the pits, and when I went to get going again, I couldn't get any traction. Walt Hansgen came running over and threw a bucket of water under the rear wheels so I could get going."

13. BOB HARRIS (Malibu, Calif.) 4.6 Campbell Chev. Spl., 5 laps, 26 sec behind. Finished 8th over 2000cc; \$100. Qualified 2:07.7, tied for 13th fastest in field.

"We'd lapped as low as 2:06 with the car earlier, but we had heating troubles all through practice and never got a chance to approach that time. Also, the rear tires were wrong."

Race comments: "Got boxed in behind a Ferrari at the start, and after one lap, the mag went dead. It would suddenly catch and I might do a 2:09 lap, then it would die and it would be 2:20 or something. It would not run over 4000 on the backstraight, so I kind of stroked home."

14. JERRY GRANT (Yakima, Wash.) 3.0 Ferrari TR, 5 laps, 48sec behind. Finished 9th over 2000cc; \$100. Qualified 2:11.2, 23rd fastest among over 2000cc's--had to run consolation race, finished 4th.

"Had the wrong tires and the front just plowed and plowed. Sunday we switched and everything was all right. Pit crew had me qualified at 2:10.8 instead of my official time. It was hard getting the Ferrari that low. I was just lucky to make the field through the consie. Rodriguez ran into me the first lap and I went partially off the road, kicked up a lot of dust."

Race comments: "The worst start I'd ever seen. I was still moving 10 mph when they dropped the flag and just took off through the dirt up the inside. I've never seen such dense traffic as the first laps of the race. I'd decided to drive comfortably and not worry about the competition because it got very hot in the car. All I did the whole race was go steady; had a good go with Donner for a time."

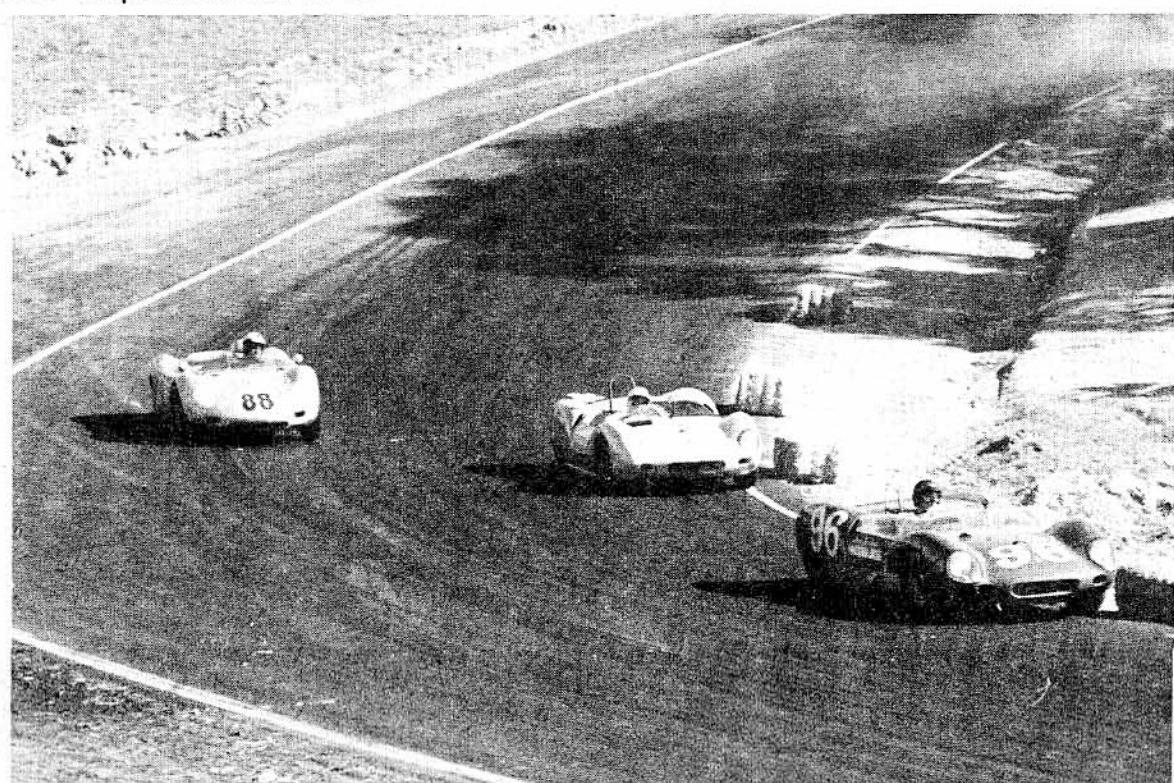
15. GEORGE CONSTANTINE (Sturbridge, Mass.) 3.0 Ferrari TR, 5 laps, 1:32 behind. Finished 10th over 2000cc; \$100. Qualified 2:07.7, tied for 13th fastest in field.

"The car could have done 2:05-2:06 but it was geared wrong; also it was dropped off a truck at the airport. I talked to Phil Hill and we agreed: Riverside isn't a



LET'S GET OUTTA HERE--Turn marshal flees for his sweet life in this shot, which proves road racing can be dangerous. In consolation race at Riverside, George Grinzwitsch's Cooper-Climax flew off the good 3-liter Ferrari course."

course at turn 5. No damage to driver, flagman or car. (Photo by Dave Friedman)



FIRST HEAT at Laguna Seca was a thriller, with Dan Gurney, Costa Mesa, Calif., shown here leading Stirling Moss heading down toward turn 9. Moss, however, won both heats. Both drove a Lotus. At left is Jack McAfee, Porsche, who is being lapped. (MOTORACING photo by Gus V. Vignolle)

under 2000cc; \$300. Qualified 2:15.1, 9th fastest under 2000cc.

"If we'd had better gears in the car we might have qualified better. We were geared wrong; I had to shift from 3rd to 2nd in the middle of turn 9 ever lap."

Race comments: "Got a good start; Scooter and Gendebien did too. The standard of driving was real high, and Drake, Moss and Gurney were particularly good. Moss was tremendous. I can't believe how fast he went up the esses. Miles was really on form, too; he really cut some good ones. I ran with Dick Thompson in the Maser and a bunch of the Coopers for a lot of the race, but the float bowl in one of the carbs filled up and I had to stop. That knocked me behind."

"The start was the worst I've seen. I was still moving, nowhere near my 18th starting hole, when they dropped the flag; so I just threw it into gear and took off. I went easy all the time, and it got a little hot. It got frustrating having all that hp under me so once when Gendebien passed me I repassed and led him for about four laps, then let him by again."

18. GEORGE FOLLMER (Pasadena, Calif.) 1.5 RS Porsche, 12 laps, 17sec behind. Finished 6th

2:12.8, 5th fastest, under 2000cc.

"Possibly could have bettered qualifying time. The car was banged up in a pre-race crash, and we had clutch and oil leak trouble with it."

Race comments: "Got a fair start, but had clutch trouble and the oil trouble. Finally made a pit stop at about half-way point, and George, who drove the other Monaco, co-drove my car the rest of the way."

MENTAL PATIENTS

In Duluth, Minn., a handsome ex-convict said he killed a fisherman because "he laughed at me because I'd been in a mental institution." Both were former mental patients.

Mex. President Gets Race Driver's Uniform

CHARLOTTE, N.C. - When North Carolina Governor Terry Sanford visited Mexico last week, he presented President Adolfo Lopez Mateos one of the most unusual gifts to come from the Tar Heel state--an automobile race driver's uniform.

Gov. Sanford chose the race driver uniform when he learned President Mateos is an auto racing enthusiast, and Charlotte Motor Speedway, North Carolina's largest automobile racing plant, has furnished the uniform to Gov. Sanford.



JIM HALL, in Chevy-powered Troutman-Barnes Chaparral, leads Dan Gurney, Lotus, at lower end of turn 7 in Riverside sports car Grand Prix. Hall took 3rd, and it was the best effort by an American car. (MOTORACING photo by Bill Norcross)

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Laguna Seca

Continued from page 1

away for the Lotuses. Although the Riverside-winning Coopers outdistanced everything else, they could not get near the 2 fleeing 19's: i.e. Brabham was 56sec behind in the first heat and a complete lap and 5sec behind in the 2nd.

An oily track was blamed for the poor showing the Coopers put up; the Lotuses handled better under the slick conditions. Brabham commented on how the Lotuses "just ran away" from him.

The American hope in the race, the Chaparral-Corvette of Jim Hall, finished 7th the first heat, and was out the 4th lap of the second, when 5th with a blown engine.

Pat Pigott of Bellingham, Wash. won the professional F-Jr. race, getting \$500 with his Lotus 20. He used the new engine he had been saving for Nassau. Walt Hansgen came from the back of the pack to take 2nd in a Cooper-BMC; with Penske, Cooper, 3rd, and impressive George Sabin Lotus 18 from Portland, 4th. Avg.: 86.4mph.

Gurney's 1:14.8 earned him the pole, but he got a bad start and got off slow behind Moss, Penske, Hall, and McLaren (see page one for complete qualifying list).

Bob Bondurant (Corvette) and Dave Ridenour (Lister-Jag) were eliminated right at the start in a bad looking pile up that fortunately left everyone uninjured. Augie Pabst (Birdcage) was run into from behind and had his oil tank broken, so he just completed one lap.

It was enough. He left a sea of oil at turn 2, and as the field went into it the 2nd lap, no less than 7 cars half spun or went off the road, causing many rumpled fenders. Dave MacDonald (Corvette sp.) was out at the spot, and Hall and Parsons got started again near-last. By the finish, though, they had worked up to 7th and 12th, respectively.

Moss led until the 16th lap, when Gurney, who had earlier fought his way around McLaren and Brabham, passed him. For the rest of the 53 lap go, a see saw battle between the 2 commenced. Gurney pulled out ahead, then Moss would pick up on him again, pass him, then Gurney would do the same thing.

The outcome was not certain with one lap to go, when Gurney, in 2nd and making his move, lost it slightly at turn 5 and was ticked by another car. This cost him about 5 seconds; Moss won the heat by 7 seconds.

Both Lotuses had not been trouble-free, since Moss had been driving on the ignition key because his throttle was stuck, and Gurney was having brake trouble.

Chuck Daigh had retired early in the first heat with a broken half shaft, and Rodger Ward, after running a surprising 5th with his Cooper-Buick, had quit with overheating trouble.

The 2nd heat did not improve on the first one, since Moss took an early lead, and Gurney spun the 3rd lap on an oil slick at turn 9. It was all Moss needed. Even failing brakes did not stop him from winning the heat, eased off, by 3 seconds. And both he and Gurney lapped Brabham and McLaren.

NEWS BULLETINS

Continued from page 1

Vacarella. Ferrari took the first five places, then came Innes Ireland-Jim Clark, Aston Martin, two laps behind. The Mexican boys won about \$10,000 in five prizes.

HILL DENIES PORSCHE HOOK-UP

Although some reports in Europe said Phil Hill, 1961 world's road racing champion, was leaving Ferrari to join Porsche for next season, the driver told MOTORACING "there is absolutely nothing to it." Hill will remain with Ferrari, although the car firm has "temporarily suspended" racing. Insiders say Ferrari will announce in January the continuation of its racing activities.

SOLANA CAPTURES MEXICO FJ RACE

TOLUCA, Edo. de Mexico, Oct. 15--Before 50,000 fans, Moises Solana averaged 107kph in his Lotus as he won the feature Formula Junior 15-lap race here today. Fred van Beuren and Javier Velasquez, both in Lutes, were second and third. Four previous FJ races in Mexico had been won by Ricardo Rodriguez, van Beuren and two by Velasquez last month.

Riverside

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sche.

Biggest attraction of the \$20,-000-plus race and the leader for the first 27 laps, Stirling Moss of England, was 16th among the 19 finishers out of the 33-car field. He went out with a leaking left rear brake cylinder, but returned, although hopelessly out of contention.

Only McLaren and Hall finished in the same lap with Brabham.

The finish got the broiling mob on its feet. It was no race for the first 27 laps as Moss hurtled around in a commanding lead. Then Brabham was in the van for three tours, until McLaren took over. In F1 Cooper team competition, the 24-year-old lays back in favor of the senior Brabham, but these weren't factory entries today.

Then for 30 laps McLaren's green Cooper was in front, followed by Brabham, Hall, Penske and Daigh (until he went out on the 43rd with a broken crankshaft; after 10 laps he had gone with a spark plug wire off).

On the 61st and penultimate lap, going into the final turn nine after the long back straight, Brabham shot past McLaren. Veteran race observers thought it was the old team play—but it wasn't. McLaren's Cooper had developed a

Gendebien had things all his own way in the 2nd heat as he did the first. Actually, Miles (RS 61) was ahead of him for a few laps the 2nd heat, but when Gendebien wanted to go fast, Miles waned him by.

Miles only took a 3rd in the under 2 liter class the 2nd heat, as hard-driving Jack McAfee beat him with his RSK. Miles had a go with Chuck Sargent (Birdcage Maserati) for awhile, but Sargent lost most of his gears and hit a hay bale.

Peter Ryan in the Lotus 19 drove a good race the 2nd heat, after his brakes locked up and he went off the road at turn 5

the 2nd lap. He re-started near-

last, and was 8th at the end. He

might have been able to improve upon that, but he spun at turn 9 late in the going.

Chuck Parsons and Chuck Daigh

had a race for 6th in the latter

part of the go, with Parsons beating

the Scarab driver by 2 seconds at

the flag.

NOTES—Not appearing at Laguna

were Krause, Constantine, and

Rodriguez ... Moss stopped at turn

5 the first heat to thank the corner

men for using the blue "move

over" flag... Walt Hansgen qualifi-

ed a 2 Liter Birdcage but had

bearing trouble... Riverside F.-Jr.

winner Leslie had brake and gear-

box trouble at Laguna...

Five cars powered by American engines finished the big race--Hall in the Chevy-Chaparral, Drake in the Buick-Old Yeller, Harry Heuer in the Chevy-Scarab, Bob Harris in the Corvette-Campbell Spl., and Paul Cunningham in the Pontiac-Kurtis. Only one Maserati finished--Dick Thompson's which took 11th.

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JAY HILLS

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Hills had fastest lap, 2:26.2, made one gas stop late in the race, which took 45 sec. He never turned more than 7000; he couldn't --the plugs fouled over this limit.

Danny Stephens dumped his AH upside-down off turn three early in the go, but was uninjured, and Ralph Bowyer, Salt Lake City, Sunbeam Alpine, went through the fence at turn 7 and hit two parked cars, but no one was injured.

Those not finishing the long event read like a "who's who" of amateur drivers: Ed Barker/George Follmer, Porsche Super, broken shift linkage; Ken Miles, Sunbeam Alpine, brake trouble; Elgin Holmes, Porsche Carrera, broken axle; Frank Crane/Robert Nethercutt, Morgan, broken rod bolt; and more.

The Formula event was loaded with good equipment.

Hansgen led through turn one with Pigott, Jack McAfee (Lotus 20), Leslie, Stro Jones (Lotus 20) and Floyd Aaskov (Lotus 20) next in the 19-machine field.

Quickly a sharp two-car fight developed between Hansgen and Pigott, with Leslie's new Gemini also drawing away from the rest of the pack. Hansgen got passed at turn 1 the 4th lap by Pigott, who began drawing away--but two laps later Leslie passed both him and Hansgen to take over the lead which he held for the balance of the 12 laps. His Gemini is the ex-Mike Parkes car and "was loaded torque."

Hansgen beat Pigott for 2nd at the last turn and led him to the line by one sec. with Leslie two sec. in front of him. Pigott's car was still down on compression.

Nethercutt, overcoming a near-last starting position with his Fowler-tuned Lotus 20, placed 4th, beating hot-shoes McAfee and Roger Penske (Cooper). Aaskov retired with overheating.

Brutal high winds that wiped dust and sand all over the course bothered the Formula drivers.

Dave MacDonald's new '62 Corvette, hitting near 150 on the backstraight, won the production race, with Bill Krause 2nd in the E-Jaguar. Krause tried again with the Santa Barbara car and led the first lap, being passed by MacDonald at turn 9. Hansgen gave Peter Berry's 3.8 Jag sedan a rugged ride, sideways through the esses most of the time, before a broken oil line squirted hot oil on a back tire and blew it out.

The AFM motorcycle race went to Al Krupa (Norton-Manx) who beat Buddy Parriott's Manx the last lap when Parriott, with a

Entered as Second Class Matter at Los Angeles, Calif.

DATED MATERIAL

RIDENOUR

Continued from page 4

30-min. F-Jr. contest in the Riverside-winning Gemini-Ford. He led from lap 1, and eased off to be 16sec ahead of Fred Work, Cambridge, Mass., Cooper-BMC.

Work was hard-pressed to hold off threats from first Jack Dalton (BMC rear-engine); Stro Jones (Lotus 20); and Jack Flaherty (BMC rear-engine), who was 4th at the end.

Little-known George Sabin, Portland, Ore., was 3rd in a Lotus 18. Avg. for Leslie: 81.5mph.

Oakland driver Paul Reinhart continued his Corvette-win streak, beating Bill Sherwood (Corvette) by 15sec in the large production affair.

A sensational side-by-side spin out at turn 7 the last lap by Red Faris (Corvette) and Pete Culkin (300SL) did not alter their finishing positions--3rd and 4th. Don Wester rolled Ken Kahn's Porsche Super at turn 4, but was uninjured.

Other winners included Frank Crane (Morgan), and--after a duel with Joe Paulson (Lotus 7A)--Don Burrows, San Bruno, Lotus 7A.

good lead, went off the road at turn 8. Johnny McLaughlin put the new RC162 250cc Honda 3rd, with Dale Alexander 4th on a Norton.

A nasty-looking spill caused by the high winds put three riders out of the race the first lap, among them flat track star Preston Petty (305 Honda) who was having his first go at road racing. No injuries.

SUMMARY

Riverside--3.3 mi.

MOTORCYCLES--12 laps, 39.3 mi.; avg. 80.4mph, 29:20 1. Krupa, Norton-Manx; 2. Parriott, Norton-Manx; 3. McLaughlin, Honda RC162; 4. Alexander, Norton Manx; 5. Vesco, Honda RC161 500cc--Krupa; 350-Balzarett, Honda (12th ov.); 250--McLaughlin; 200--Wallace, Ducati (21st ov.); 175--Murphy, Ducati (14th ov.); 125--Morgan, Murphy, Ducati (14th ov.); 125--Morgan, Honda (13th ov.).

PRODUCTION: B,C--12 laps, 39.3mi.; avg. 84.95mph, 27:46 1. MacDonald, Corvette; 2. Krause, E Jag; 3. Dickson, Corvette; 4. Hill, Corvette; 5. Meline, Corvette A--MacDonald; B--Krause; C--Eurengy, Jaguar (7th ov.)

FORMULA--12 laps, 39.3mi.; avg. 87.4 mph, 27:00 1. Leslie, Gemini; 2. Hansgen, Cooper-BMC; 3. Pigott, Lotus 20; 4. Nethercutt, Lotus 20; 5. McAfee, Lotus 20; 6. Penske, Cooper; 7. Jones, Lotus 20; 8. Cunningham, Cooper; 9. Neumann, Dolphin; 10. Huff, MG; 11. Gounis, Elva; 12. Milana, Lotus 18; 13. Snow, Lotus 20 Jr.--Leslie; 11--Huff 3-HOUR ENDURO--71 laps, 232.525mi., avg. 77.5mph, 2:59.06 1. Hills, Porsche Carrera; 2. Montonen, Porsche RS; 3. Brabham/Moss, Sunbeam; 4. Snyder, Lola; 5. Peterson, Maserati; 6. Brock/Amsden, Lotus XI; 7. Bucknum, 3-liter AH; 8. Robertson, Porsche S; 9. West/Cole, Lotus XI; 10. Gates/Jordan, Porsche N. E modified--Peterson; F modified--Montenon; G modified--Snyder; H modified--Bukowski, Miller Crosley (21st ov.); D--Hills; E--Robertson; F--Moss/Brabham; G--Tobin, Alfa Romeo (17th ov.); H--Brinks, Sprite (25th ov.).

SUMMARY

Laguna Seca--1.9mi.
PRODUCTION G-H--18 laps, 36.70mi.; avg. 77.7mph., 29:03.9 1. Burrows, Lotus 7A; 2. Paulson, Lotus 7A; 3. Steele, AH Sprite G--Burrows; H--Stilley, Fiat AZ (11th ov.)

FORMULA--22laps, 42.504mi.; avg. 81.5 mph., 31:18.2 1. Leslie, Gemini; 2. Work, Cooper; 3. Sabin, Lotus 18; 4. Flaherty, BMC; 5. Jones, Lotus 20 Jr 1--Leslie; Jr 2--Sabin; Jr 3--Pike, Equipe Ekip (8th ov.)

PRODUCTION A-B-C-D--21 laps, 40.572 mi.; avg. 78.5mph., 31:00.9 1. Reinhart, Corvette; 2. Sherwood, Corvette; 3. Faris, Corvette B--Reinhart; C--Culkin, 300SL (4th ov.); D--Robertson, Porsche (6th ov.)

MODIFIED--22 laps, 42.504mi.; avg. 83.1 mph., 30:41.9 1. Sargent, Birdcage (disqualified); 2. Ridener, Lister-Jag; 3. Hathaway, Lola; 4. Harn, Kurtis-Corvette; 5. Colberg, Jag XK SSS C--Ridener; D--Thomas, TR special (15th ov.); E--Peterson, Maserati (6th ov.) F--Rarick, Osca-Alfa (14th ov.) G--Hathaway

PRODUCTION E-F--19 laps, 36.708mi.; avg. 72.3mph., 30:05.5 1. Crane, Morgan; 2. Hilgers, Morgan; 3. Tindall, Porsche E--Crane; F--Tindall --JOE SCALZO

Firestone Announces

1961 Indy Film

AKRON, O. - A new motion picture featuring all the split-second excitement of the 1961 Golden Anniversary Indianapolis 500-mi. race is being presented by The Firestone Tire & Rubber Company. The 16 mm color-sound film runs 28 minutes, and captures the drama of the qualification runs, the pre-race activities and the spectacular duel between A.J. Foyt and Eddie Sachs.

The film also features evolution of automotive equipment at the speedway.

"The Golden 500" is available free as a public service to schools, churches, club groups, and civic and community organizations. Association Films, Inc. distributes the film through its offices in Ridgefield, N.J., LaGrange, Ill., San Francisco and Dallas.

Super-Tuned Alpine At Frankfurt Show

LONDON--A super-tuned version of the Sunbeam Alpine makes its debut at the Frankfurt Intl. Motor Show - and the new super-tuning adds at least 10mph to the car's top speed and 18 percent to the maximum power output.

Super-tuning for the Alpine is available through a series of six performance kits developed by Rootes Group engineers who have drawn directly on the experience gained from the Sunbeam Alpine entry which won the Index of Thermal Efficiency Cup in the Le Mans 24-Hours Race.

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